

For Sale.

MacEwen, Frickel & Co.

VICTORIA EXCHANGE.

AND NOW LANDING

DEVON'S NONPAREIL KEROSINE OIL.

FAIRBANK'S SCALES.

COOKING STOVES.
AGATE IRON WARE.
WAFFLE IRONS.
CASH AND PAPER BOXES.
KEROSINE STUDY LAMPS.CORNMEAL. HOMINY.
Cracked WHEAT. Cranberry SAUCE.
Stuffed PEPPERS. MACKEREL.
American HAMS and BACON.
Prime YORK HAMS.

WINES, &c.

CHATEAU LA TOUR, pints & quarts.
1883. GRAVES, " "
BREAKFAST CLARET, " "SADONNE'S MANZANILLA & AMON-
TILLADO.

SADONNE'S OLD INVALID PORT.

HUNT'S PORT.

1 and 3-star J. J. HENNESSY'S BRANDY.

COGNAC AND BRANDY.

OLD BOURBON WHISKY.

BURN'S OLD IRISH WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOON'S OLD TOM GIN.

JAMESON'S IRISH WHISKY.

MARSA.

CHARTREUSE.

MARASCHINO.

CURACAO.

TEA.

EXTRA

CHOICEST NEW SEASON'S
SOUGHONG.

in 6 and 10 Catty Boxes.

OILMAN'S STORES,
at the lowest possible prices
FOR CASH.

MacEwen, Frickel & Co.

Hongkong, July 1, 1885. 1105

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PEN-
ANG AND SINGAPORE.THE Steamship *Westmoreland*, Captain
S. H. W. Jones, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.Optional Cargo will be forwarded on to
SHANGHAI, unless notice to the contrary be
given before Noon To-morrow, the 29th
Instant.All Claims against the Steamer must be
presented to the Undersigned on or before
the 4th August, or they will not be re-
cognised.RUSSELL & Co.,
Agents.

Hongkong, July 23, 1885. 1269

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.THE Steamship *Hampshire*, Captain
C. H. Jones, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.Optional Cargo will be forwarded on to
JAPAN, unless notice to the contrary be
given before Noon To-morrow, the 28th
Instant.All Claims against the Steamer must be
presented to the Undersigned on or before
the 3rd August, or they will not be re-
cognised.RUSSELL & Co.,
Agents.

Hongkong, July 27, 1885. 1260

To-day's Advertisements.

PACIFIC MAIL STEAMSHIP COM-
PANY.DURING my Absence from Hongkong,
Mr. C. D. HARMAN will Act as
Agent of this Company at this Port.F. E. FOSTER,
Agent.

Hongkong, July 29, 1885. 1281

OCCIDENTAL & ORIENTAL STEAM-
SHIP COMPANY.DURING my Absence from Hongkong,
Mr. C. D. HARMAN will Act as
Agent of this Company at this Port.F. E. FOSTER,
Agent.

Hongkong, July 29, 1885. 1282

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAIWANFOO.

The Co.'s Steamship
Thales, Captain Jones, will be
despatched for the above
Ports TO-MORROW, the 30th Instant, at
3 p.m., instead of as previously advertised.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, July 29, 1885. 1279

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT).

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)The Co.'s Steamship
Thales, Captain Jones, will be
despatched for the above
Ports TO-MORROW, the 30th Instant, at 4 p.m.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 29, 1885. 1277

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)The Co.'s Steamship
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Ports TO-MORROW, the 30th Instant, at 4 p.m.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 29, 1885. 1278

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHANG, HANKOW and Ports on the
YANGTZE.)The Co.'s Steamship
Thales, Captain Jones, will be
despatched for the above
Ports TO-MORROW, the 30th Instant, at 4 p.m.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 29, 1885. 1280

COMPANIA NAVIERA DE FILIPINAS.

By Order of the Board of Directors, the
SHAREHOLDERS of the above
Company are also those of the *USUFRUCT*,
etc., of the Spanish Steamers *Luzon*,
Tagay and *Estrella*, under the Angel Order
of the late Firm of Messrs. BIRCHALL,
ROBINSON & Co. are requested to attend
GENERAL MEETING to be held at the
Office of the Agents, Messrs. MACLEOD &
Co., Manila, at 4 p.m. on the 20th day of
AUGUST PROXIMO.

The Object of the Meeting is Special.

DUNN, MELBYE & Co.

COMPANIA NAVIERA DE FILIPINAS.

WITH the Object of Reviving the
WILL SHARE LIST of the above
Company as also the List of Holders of the
USUFRUCT, etc., of the Spanish
Steamers *Luzon*, *Tagay* and *Estrella*,
under the Angel Order of the late
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To-day's Advertisements.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. Mail Steamship *CITY OF
PACIFIC* will be despatched for
San Francisco, via Yokohama, with
the option of calling at Honolulu, on
SATURDAY, the 31st August, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.Returns Passengers.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20 % from Return Fare; if re-embarking
within one year, an allowance of 10 % will
be made from Return Fare. Pro-Paid Re-
turn Passage Tickets, available for one year,
will be issued at a Discount of 25 % from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
San Francisco, addressed to the Collector
of Customs at San Francisco.For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 60A, Queen's Road Central.C. D. HARMAN,
Acting Agent.

Hongkong, July 29, 1885. 1284

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or
Crew of the following Yachts, during
their stay in Hongkong Harbour:ADAM W. SPIES, American barque, Capt. A.
D. Field.—Arnold, Kierberg & Co.ALLIE ROWE, Hawaiian brig, Capt. G. B.
Holland.—Mess Fock.ANNIE H. SMITH, American ship, Capt.
R. B. Brown.—P. & O. S. N. Co.C. D. BRYANT, American barque, Capt.
J. H. Colcord.—Edward Schellbach & Co.COLUMBUS, German ship, Capt. B. Sauer-
mole.—Borneo Company, Limited.EVIE REED, American barque, Capt. A.
T. Whittier.—Russell & Co.FRANK PENDLETON, American ship, Capt.
E. P. Nichols.—Order.HAROLDINE, American 4-masted schooner,
Captain Tibbatts.—Order.HIGHLANDER, American ship, Capt. N. A.
Bachelder.—Russell & Co.HIGHLAND LIGHT, American ship, Capt.
J. W. Norcross.—Order.KROKABAK, German barque, Capt. T. A.
Visser.—Order.M. J. JONES, of LORNA, Brit. barque, Capt.
N. B. Laymond.—Douglas Larraik & Co.NANAIMO, British barque, Captain John
Dodd.—Russell & Co.PENOBSCOT, American barque, Capt. P. L.
Chapman.—Arnold, Kierberg & Co.SARASWATI, British barque, Captain
John H. Hume.—Gillman & Co.SHARON, American ship, Capt. N. A.
Bachelder.—Russell & Co.SHARON, American ship, Capt. N. A.
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Bachelder.—

THIS morning a German named Amos P. Holt was found dead in bed by a watchman (employed by Messrs Jardine, Matheson & Co.) who had gone to visit him, in house No. 61 High Street, where he had been living. Deceased had been suffering for a considerable time past, but we have been unable to learn the immediate cause of death. He was about 55 years of age. It will be remembered that some time ago, deceased brought an action against Captain O'Keefe for wages claimed for work done in the Yellow Islands, in which he failed.

THE *Cassio* of the 18th instant says that, according to the *Panama-Pacific*, the Chartered Mercantile Bank of India, Australia and China has withdrawn its office from Hilo, ceasing transactions and liquidating outstanding accounts. It is true there were two Banking establishments in Hilo, the Hongkong and Shanghai Bank has also a branch office there, and for the commercial needs of Hilo one establishment of the kind is sufficient. It may be said, our contemporary, that a convention has been made between the two houses so as not to affect each other's interests.

THE conduct of the Tung-li Yamien in respect to the removal of the obstructions to navigation at the Treaty Ports resembles very strongly that of the Police in the 'Pirates of Penzance,' where they persist in saying 'we go' but 'don't go.' The Chinese Government keep on assuring us that the obstructions will be removed at once, but the obstructions, except at Tamsui, remain all the same. At Chihai a start was made, but we learn from the *Shanghai Courier* of the 25th instant, that the work of clearing away the barrier had been stopped, and that the *Fanhu* had again been put into position, so that she might be sunk in the channel at any moment; and nothing whatever has yet been done to remove the barriers in the Canton and Min Rivers. Mr O'Connor has evidently done his best, but his representations cannot, of course, have the weight and effect of those of a fully-accredited Minister. We are, therefore, glad to see that all doubt as to Sir Robert Hart's appointment has been set at rest, and that he has already commenced to use his powerful influence on behalf of reform with the Chinese Government.

COLONEL John S. Mosby, late Consul for the United States at this port, left the *S. S. City of New York*. Colonel Mosby has for nearly seven years occupied the post of American Consul, and his reputation for his honorable and straightforward manner in which he has discharged the duties of his office; his conduct in this respect forming a striking contrast to that of many of his predecessors. His sterling and manly character, displayed both in his official dealings and in his private relations, have naturally gained for Colonel Mosby the highest esteem of a very large number of residents of the Colony of all classes and nationalities. The popularity of the Colonel was fully demonstrated this afternoon by the large number of members of the community who assembled at Government Wharf to wish him farewell and give him a last hearty handshake. After bidding with H. E. General Cameron, a little before 2 p.m. the Colonel, accompanied by His Excellency, went down to Government Wharf, where the Government House steam-launch was waiting, and after wishing goodbye to a large number of his friends and acquaintances there, amongst whom were several Government officers, members of the councils, foreign consuls, &c., he proceeded, accompanied by H. E. General Cameron and a few friends, on board the steamer. There he found a large circle of friends, who had gone off by Messrs Russell & Co.'s launch, awaiting him to take their farewell. The Colonel was deeply affected at the leaving-taking, and openly showed his deep regret at having to leave the scene of his past labors. We understand that he purposes remaining in San Francisco, where he will resume his old profession as a barrister. We heartily wish Colonel Mosby all the success which he so richly deserves.

Mr. A. K. Hony has been definitively appointed Consul for Denmark in the Philippines.

THE Japanese authorities, says the *Jiji Shimpu*, have not yet received any explanation of the action of a Russian man-of-war in firing at the new *Yokohama* last month.

A NUMBER of the foreign residents of Kobe, most of whom are Germans, have tendered to the Osaka authorities the sum of \$1,700, submitted by them for the aid of the sufferers by the recent floods.—*Osaka Shimbun*.

It is mentioned in one of the Japanese newspapers that Yokohama Bay is at present infested with sharks, and the suggestion is added that the rapacious visitors are attracted by the dead bodies floating down from the Osaka river. We do not of course vouch for the truth of the assertion, but better might as well be on our guard. The writer recollects one instance that came under his personal knowledge when a harbour previously free from sharks, and when bathing was carried on with impunity, became infested with these monsters who followed a ship laden with commensal porpoises, several of these animals dying daily during the voyage and being thrown overboard. The first indication of the unwell port visitors was the mangling of a young pig while bathing.—*Japan Gazette*.

THE state to which professional rowing has fallen may be gathered from the fact that George Buhner, recently champion English sculler, and considered by some to have a chance of regaining our lost position on the water, has just replied to a sailing challenge by a counter offer to play his would-be opponent at sixteen for twenty-five pounds a-side, alleging that he has no time to train for such a thing as sailing.—*Truth*.

THE *Shanghai Courier* of the 20th instant says:—The charge against the woman Ah Lai preferred by a foreigner on Friday for being concerned in the death of a certain Cantonese girl, was resumed this morning at the Mixed Court before the Magistrate K'o and the British Assessor. The hearing of the case occupied some three hours, but no evidence was brought forward by the prosecution that would implicate the accused.

The native doctor and his assistant who had both attended upon the deceased just previous to her death, testified that the girl had undoubtedly died from the effects of opium poisoning. The Magistrate found that the accused had been wilfully neglecting to properly administer the Figo and having an imputed hold of the body, and for this neglect he would fine her \$100, the sum to be devoted to swell the funds for the sufferers by the Kwantung floods. The Magistrate committed the foreigner on his having brought the suspicious circumstances to light and having seen the case through.

ADMIRAL Courbet, who commanded in chief for a time in Tonquin, and in the attack on Formosa, has died of overwork. He corresponded constantly with a sister in France, who is now publishing portions of his letters, and it appears that the whole expedition, and more especially the attack on Kelung, was forced on him by Mr. Ferry against his advice. He had reported his means to be insufficient, declaring that he could not have done anything serious against China. The innate dislike of French soldiers and sailors for distant tropical expeditions comes out clearly in these letters, which might have been written by Count Lally; but there is something else behind. No expedition has ever been ordered of the kind, and it is evident that the French Fleet which produced the mutiny among the Foreign Legion of Kelung, is the Republic plundered like the Empire, and as incapable of hanging a few plunderers.—*Spécial*.

A MONSTER ship-of-war, the *Bombard*, was named on Monday by Mrs. Gladstone, and launched at Blackwall with the usual ceremonies. Lord Northbrook described it as larger than 'the whole British Navy in the time of Elizabeth.' It is a vessel of more than 10,000 tons, and with more than thirty steam-engines, machine-guns, torpedoes, &c. Of Admiral Benbow, after whom it was named, it appears to be only known that he was devoted to all the old traditions of the service, and that when anything new was introduced, the naval men always asked each other, 'What would old Benbow say?' The *Bombard* is, therefore, apparently an ironical name, given to connect the naval conservatism of former times with the most advanced of all the applications of science to naval war. Probably 'old Benbow' would now say that the Navy, if it is to be worked properly, must no longer be left in the hands of sailors, but rather handed over to mechanical engineers; and he would certainly be right, and, perhaps, too, he might not be far wrong in the same surprise and anxiety with which he would no doubt view at least the process of transformation and the time of transition.—*Spectator*.

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